

# Richmond Times-Dispatch

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WEATHER PAGE 3—CLOUDY

ALL SORTS OF ADS FOR  
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## WORD "ILLEGAL" PROVES STUMBLING BLOCK IN PATH OF AGREEMENT ON LUSITANIA CASE

### WALTERS OUTLINES RAILROAD'S PLANS FOR NEW STATION

Chairman of Coast Line Confers With City Officials and Bankers.

WILL MEET RICHMOND'S NEEDS FOR THIRTY YEARS

Favors Immediate Removal of Steam Tracks From Belvidere and Broad Streets.

PULLER FOR ROSENEATH SITE

Business Men Stand Solid for Big West End Station Adequate to City's Needs.

### Plans for Passenger Station

New station at Roseneath Road and Broad Street, to be used by all through Atlantic Coast Line trains.

New station on north side of Broad near Harrison, to be used by local Richmond, Fredericksburg and Potomac trains from the North.

All local trains of the Atlantic Coast Line and the Norfolk and Western from the South to enter Main Street Station over the Seaboard Air Line.

Southern, Chesapeake and Ohio and Seaboard Air Line continue to use Main Street Station over the Seaboard Air Line.

Elba Station to be removed, and all connection tracks removed from Broad and Belvidere Streets.

Broad Street Station to be abandoned as passenger station and converted into an Atlantic Coast Line freight terminal.

Plans exhibited by Henry Walters, chairman of board of directors of the Atlantic Coast Line, call for expenditure in improvement of passenger facilities in Richmond of more than \$2,000,000.

Henry Walters, chairman of the board of directors of the Atlantic Coast Line railroad company, at a conference between railroad officials and representatives of the city government, business men and bankers of Richmond yesterday said that the railroad company was prepared to take up the tracks on Belvidere and Broad streets; that plans had been drawn for the building of a large new passenger station on West Broad Street, and that the money for the improvement was available.

The location of the proposed new station, he said, had been determined upon by the railroad company to be at the Hermitage Golf Club grounds on West Broad Street, but, after listening to the argument of the business men of Richmond, the matter of selecting a site would be taken under consideration. He paid high tribute to the future prospects of Richmond, saying that he considered the city to be one of the most important points on his road. The new station is planned, he stated, to take care of the transportation needs of Richmond for thirty years to come.

The meeting, which was held in the office of John Kerr Branch, president of the Merchants' National Bank, was noticeable for the harmony that prevailed, and the opinion expressed by those present was that indications point to the building of the new station at West Broad Street and Roseneath Road at the belt line tracks.

REPRESENTATIVE MEN ATTEND CONFERENCE

Those present at the meeting were: William T. Reed, president of the Chamber of Commerce.

W. T. Dabney, business manager of the Chamber of Commerce.

Coleman Wortham, vice-president of the Chamber of Commerce.

John C. Easley, chairman committee on parks and roads, Chamber of Commerce.

Oliver J. Sands, president American National Bank.

Henry R. Pollard, City Attorney.

William H. Adams, president Board of Aldermen.

R. Lee Peters, president Common Council.

Orway Puller, chairman Council Committee on Streets and member of Board of Aldermen.

William H. White, president Richmond, Fredericksburg and Potomac Railroad Company.

Eppa Hunton, counsel for Richmond, Fredericksburg and Potomac Railroad Company.

Henry Walters, chairman of the board of the Atlantic Coast Line Railroad Company.

Lyman Delane, third vice-president Atlantic Coast Line Railroad Company.

John Kerr Branch, president Merchants' National Bank.

BUSINESS MEN SOLID FOR WEST END SITE

Mr. Branch presided at the meeting and introduced the speakers. He first introduced Mr. Reed, president of the

(Continued on Second Page.)

Dies in Petersburg



ALEXANDER HAMILTON.

### ALEXANDER HAMILTON DIES IN HIS 65TH YEAR

Distinguished Lawyer Passes Away After Illness of Several Weeks.

### FUNERAL TAKES PLACE TO-DAY

Was Vice-President and General Counsel of Atlantic Coast Line Railroad and Ranked at Head of His Profession in Virginia.

(Special to The Times-Dispatch)

PETERSBURG, Va., February 4.—Alexander Hamilton, distinguished lawyer and one of the foremost and most esteemed citizens of Petersburg, passed away this morning at 4:20 o'clock at his residence in South Seymour Street, in the sixty-fifth year of his age. He had been confined to his bed for the past two or three weeks, and his condition during the past few days had become so critical as to preclude all hope of recovery. The end, therefore, was not unexpected, though it came as a shock and brought grief to the entire community. Mr. Hamilton ranked at the head of his profession in Virginia, though in late years his services had been devoted almost exclusively to the legal department of the Atlantic Coast Line Railroad Company, of which he was vice-president and general counsel. He was a life of business activity and usefulness, marked with honor and integrity to all its relations. His varied activities brought him in contact and association with many representative people, North, East and South, and thus was widely known. He was a loyal Virginian, devoted to his interests and sharing in its progress. He could not do too much in advancing the interests of his home city of Petersburg and its people.

Mr. Hamilton was an able and successful pleader at the bar, was clear in his judgments, a wise counselor, warm in his friendships, genial, kind and courteous, and a true man in every sense of the word.

The funeral will take place at 4 o'clock to-morrow afternoon from St. Paul's Episcopal Church.

**BORN IN NORTH CAROLINA**

ON MARCH 18, 1851

Alexander Hamilton was born in the town of Williamsburgh, in what was then Granville County, but is now Vance County, N. C., on March 18, 1851. His father's name was Robert Alston Hamilton and his mother's name was Sarah Caroline Alexander Hamilton. His father's profession on occupation was in early life that of a merchant in the city of Petersburg. He held no public office, so far as is known. He was during some of the years between 1850 and 1860 president of the Raleigh and Gaston Railroad Company, whilst he was a planter. He was a positive man, of good manners, well educated at Hampton-Sidney College and the University of North Carolina, had great energy, and was a man of fine natural ability.

Until he was about seven years of age, he lived most of the time on a plantation in Granville County, N. C., although he spent several years in Raleigh, whilst his father was president of the Raleigh and Gaston Railroad Company. Since seven years of age he had lived in Petersburg, except during the times he studied at a boarding school in the country and at college and two years he taught school.

In 1858 he entered the Virginia Military Institute, and was graduated in 1871. The graduation there was equivalent to the degrees of A. B. and of civil engineer, but he never practiced engineering.

During the year 1873, whilst discharging the duties of an assistant professor of Latin and tactics at the Virginia Military Institute, he took the law course at Washington and Lee University, Judge John Brockenbrough and John Randolph Tucker being the professors, and was graduated at the end of the year in June, 1873, with the degree of bachelor of laws.

**LEEDY RESOLUTION IS ADOPTED BY HOUSE**

Delegate Leedy's resolution follows:

"Whereas Virginia, as a sovereign State, but integral part of this great nation, has never, and will never, justify war, except as acting in the defense of well-defined human rights, and to this end only, has always, and does now, believe in preparedness;

"Therefore, be it resolved, That the House of Delegates of the General Assembly of Virginia hereby endorses the action of our great President in stirring the minds of the people of this country to a sense of duty along the lines indicated, and that they commend the untiring efforts of our Committee,

(Continued on Third Page.)

**IN RICHMOND IN 1871**

Replying to the question as to what books or special lines of reading he found most helpful, Mr. Hamilton once

(Continued on Third Page.)

### JUDGES' PENSION ACT DENOUNCED

### ONE-QUART FEATURE MAY BE OPTIONAL

House Rejects All Amendments and Advances Repeal Bill for Engrossment.

Prohibition Leaders Prepare Supplemental Bill Limiting Shipments of Whisky.

IN FAVOR OF PREPAREDNESS MAY VOTE DRY ABSOLUTELY CITE THE HAGUE CONVENTION

House Adopts Leedy Resolution, but Declines to Concur in Senate Action.

Whenever Community Does Not Vote Dry, One-Quart Law Is to Apply.

After voting down amendments regarding an unconditional repeal to avoid confirmation of the present law, the House of Delegates yesterday advanced to its third reading and engrossment the Buck-Humbert bill, providing for the repeal of the act of 1914 pensioning judges of the Supreme Court of Appeals, with the committee amendment exempting from the application of the new bill judges who may retire in 1916 and 1917.

The bill will come up today on its passage, and unless there is a change from the present temper of the House, it will be passed by a substantial majority. The Republican minority is voting solidly for repeal, and has forced a coalition with the members of the majority members who regard the pensioning of judges as imposed by the best public practice.

Delegate White offered an amendment which provided that the repeal of the present law shall not affect Supreme Court judges retiring, in accordance with the provisions of the law during the years 1916, 1917, 1918 and 1919. It was his purpose, he explained, to extend the pension privilege to every member of the present court, except Judge Kelly, who would not be eligible to participate in this benefit for many years to come, and who does not want it. The amendment was defeated by a vote of 47 to 23.

**PROTESTS AGAINST INVIDIOUS DISCRIMINATION**

Delegate Meete thought it would be an invidious discrimination to fail to extend the pension privilege to every member of the present court, except Judge Kelly, who would not be eligible to participate in this benefit for many years to come, and who does not want it. The amendment was defeated by a vote of 47 to 23.

**COPIES HAS NOT YET PASSED ON WEBB-KRISTENSON LAW**

Only one thing threatens the complete success of such an enactment, the question of the right of any commanding officer to prohibit his men from his command. If at such an election a majority of the voters cast their ballots for total exclusion, it will become unlawful for any carrier to bring into that community any quantity of liquor, no matter how small.

**COULD NOT HOLD THAT NO COMMUNITY HAS THE RIGHT TO PASS TOTAL EXCLUSION LAW**

The House then rejected, by a vote of 57 to 27, Delegate Price's motion repealing the law unconstitutional. While he was aware, he said, that Judge Kraft had every right to assume that the decision would not be withheld in case when he retires next year, the definition of a pension for judges is wrong and the law should be repealed, regardless of the temporary injury it would inflict.

Delegate Moss, of Lynchburg, came forward with a suggestion, that he received the support of many members. The true theory of the pension, he said, is to extend support to retired public servants where support is needed, and only then. He offered a resolution, therefore, providing in effect for the retention of the present law, with an added section in accordance with which the state would add to the private income of a judge who has retired under the act so much as may be necessary to raise his total income to the same as a year previously by the law as the retirement pension.

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**LAW LIMITING TO ONE QUART APPLIES IF OTHER IS NOT USED**

In the event that a local community, acting under the provisions of the proposed new bill, should refuse to exclude liquor from its borders, it will still, of course, be subject to the provisions of the State-wide law limiting the amount that any person in that community may receive to one quart of liquor a month. It is not believed that the maximum amount of beer, wine or whisky allowed by the present bill will be increased.

From the standpoint of the shippers in Baltimore, Cincinnati and other points which will slake Virginia's thirst after November 1, the enactment of special local shipment rules under the provisions of the new bill now proposed would prove extremely embarrassing. With a uniform State-wide law fixing the maximum quantity that can be legally received, shippers would face a simple problem. The situation would be enormously complicated, however, if each shipper and common carrier had to ascertain before accepting an order or shipment the point to which the package was destined, as it was in open or closed territory.

**DECISION IS AWAITED WITH GREAT INTEREST**

Neither Prince von Hatfield nor Consul von Schilling, of the imperial German government at Norfolk, could give any information as to when the disposition of the Appam is to be determined by the State Department at Washington. The decision is being awaited here with interest.

The thirteen Germans who requested that their status be determined by the German prize crew of the Moewe made no request to have their status determined. They were military prisoners of the English, while the thirteen were termed "civilian prisoners."

Collector Hamilton and Postmaster C. W. Mugler this afternoon stated that the Appam's first-class passengers will be landed tomorrow afternoon and transmitted to New York, from which place it will be forwarded to England. No decision has been reached yet concerning the parcel post matter. The other mail, according to the collector of customs, was removed at the request of Lieutenant Berg. The decision concerning the disposition of the mail was reached in a conference between Collector Hamilton, Postmaster Mugler, Lieutenant Berg, Prince von Hatfield, of the German embassy at Washington, and Purser Barker, of the Appam.

**DECISION IS AWAITED**

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(Continued on Third Page.)

**HEAVY LOSS OF LIFE AT SEA**

Japanese Liner Sunk in Collision Off Swatow, and 160 Persons Perish.

SHANGHAI, February 4.—The Japanese liner Taijin Maru was sunk on Wednesday night in a collision with the steamship Linan, and 160 lives were lost. Twenty-one persons were saved. The Linan, badly damaged, is returning to Hongkong.

The collision occurred at night, at a point eighty miles from Swatow. The Taijin Maru, of 1,156 tons gross and 243 feet long, was built at Kobe in 1900. She was owned in Osaka.

The Linan is owned by the China Navigation Company, of London. She is 300 feet long, of 2,211 tons gross, and was built at Greenock in 1903.

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TRAVEL VIA BOAT TO BALTIMORE

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(Continued on Second Page.)

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That is the reason given for the insistence of the State Department upon its recent "confidential explanation" laid down in the Lusitania note that the "imperial government will disavow the act of which the government of the

### Fierce Artillery Duels From Belgium to Vosges

FROM Belgium to the Vosges the big guns are hurling shells at opposing positions, and grenade fighting and sniping operations continue night and day. British artillery has shelled German trenches between the Somme and Aire Rivers, and British snipers have countermined and destroyed a mine crater held by the Germans north of Bapaume.

The Germans have bombarded British trenches around Elverdinge,